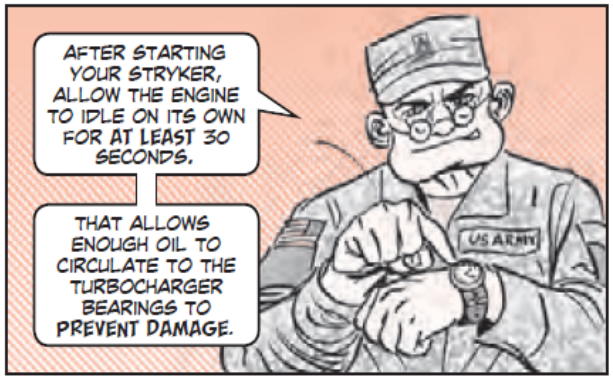
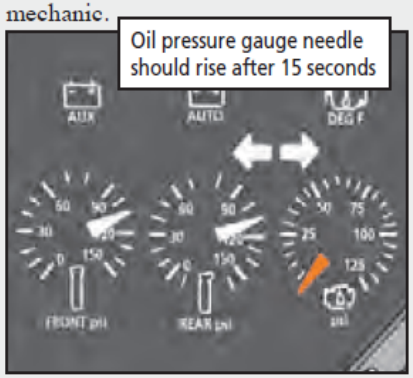
Stryker...

WHAT TO DO AFTER STARTUP

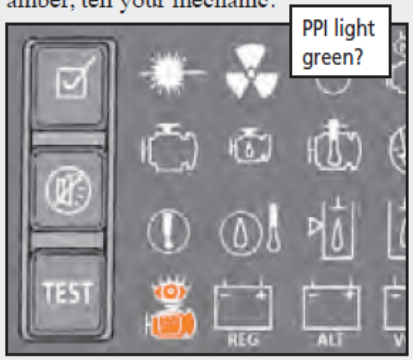
STARTUP'S COMPLETE! LET'S MOVE OUT!
WAIT A SECOND!
AREN'T THERE A FEW OTHER THINGS YOU NEED TO DO FIRST?
LIKE WHAT?
WHERE'S HALF-MAST WHEN YOU NEED HIM?
RIGHT HERE!
ON PAGES 2-4 OF PS 704 (JUL 10), WE TOLD YOU HOW TO START YOUR STRYKER IN ORDER TO PREVENT ENGINE DAMAGE.
BUT WHAT YOU DO IN THE NEXT FEW MINUTES AFTER STARTUP IS JUST AS IMPORTANT.


AFTER STARTING YOUR STRYKER, ALLOW THE ENGINE TO IDLE ON ITS OWN FOR AT LEAST 30 SECONDS.
THAT ALLOWS ENOUGH OIL TO CIRCULATE TO THE TURBOCHARGER BEARINGS TO PREVENT DAMAGE.
US ARMY
THEN FOLLOW THESE STEPS...

1. Watch the oil pressure gauge. The needle should begin to rise 15 seconds after startup. If it doesn't, shut down the vehicle immediately and call your mechanic.



2. Check the power pack interface (PPI) light. It should be green. If it's yellow or amber, tell your mechanic.

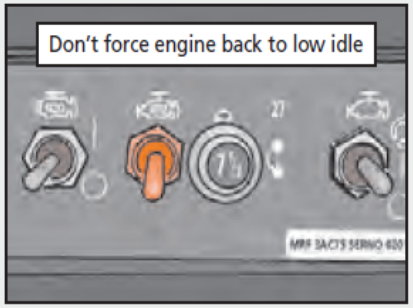


3. Eyeball the check engine/diagnostic indicator lamp on the driver's instrument panel. If it lights up or starts to flash, report it.

4. Allow the oil and air pressure gauges to reach normal operating range before driving the vehicle.

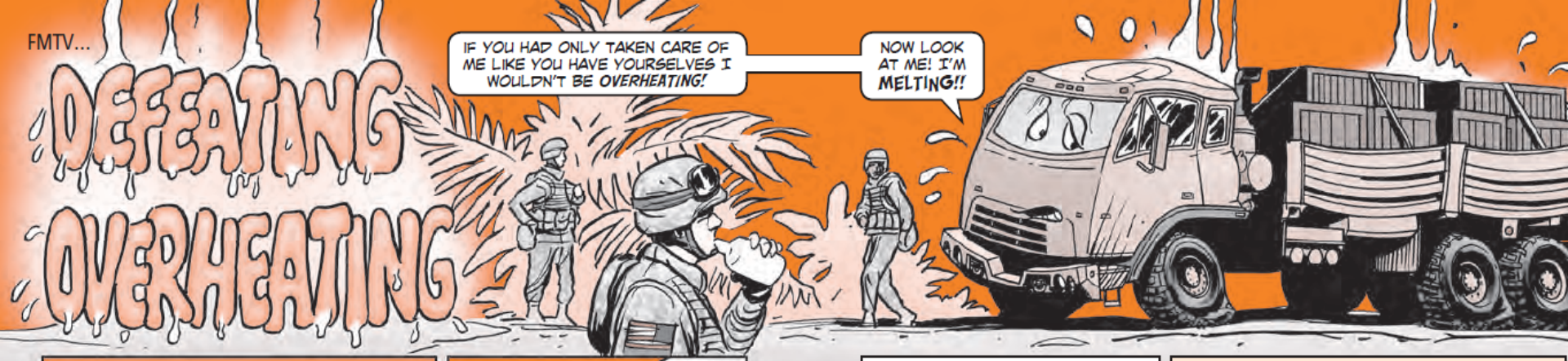
5. Check the engine idle speed. It should be approximately 700 rpm for about the first 10 minutes after startup. Then, automatic high-idle begins and will boost engine speed to around 1,200 rpm.

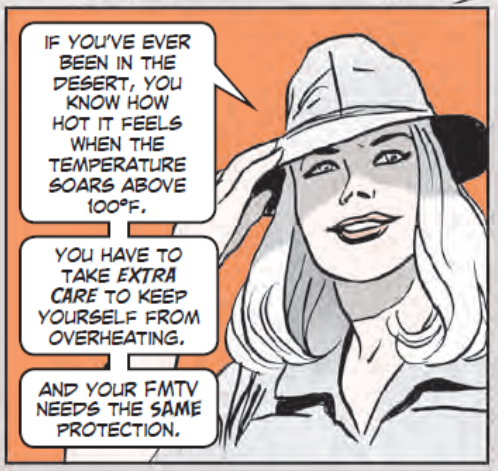
Some drivers panic a little when the engine revs higher. They flip the engine rpm switch to bring it down to low idle. That wrong decision keeps oil and coolant from circulating fast enough to cool the engine and can result in damage.

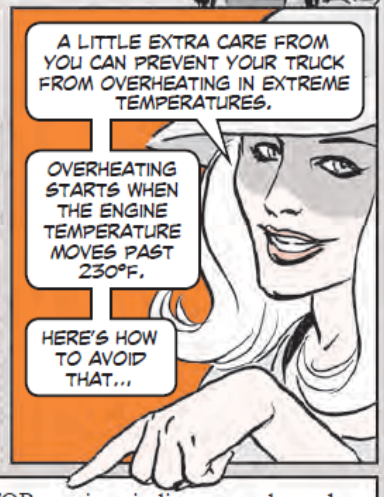


FMTV...

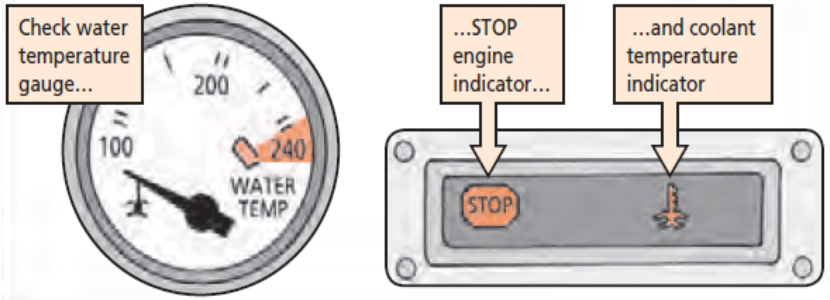
DEFEATING OVERHEATING




IF YOU'VE EVER BEEN IN THE DESERT, YOU KNOW HOW HOT IT FEELS WHEN THE TEMPERATURE SOARS ABOVE 100°F.
YOU HAVE TO TAKE EXTRA CARE TO KEEP YOURSELF FROM OVERHEATING.
AND YOUR FMTV NEEDS THE SAME PROTECTION.

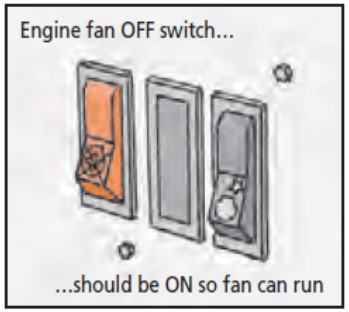

A LITTLE EXTRA CARE FROM YOU CAN PREVENT YOUR TRUCK FROM OVERHEATING IN EXTREME TEMPERATURES.
OVERHEATING STARTS WHEN THE ENGINE TEMPERATURE MOVES PAST 230°F.
HERE'S HOW TO AVOID THAT...

- Watch the water temperature gauge, STOP engine indicator and coolant temperature indicator closely for signs of overheating.



- Check oil levels often. Since the cooling and lubrication systems support each other, failure of one system can quickly lead to failure of the other.

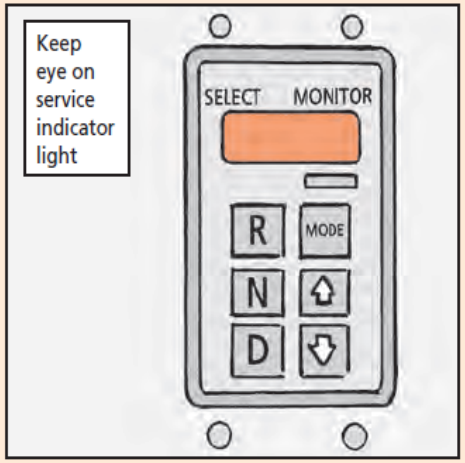
- Never operate the vehicle unless the engine fan switch is in the ON position. That means double-check to make sure that the engine fan OFF indicator is **not** lit.



But the fan switch **should** be turned OFF whenever the vehicle is fording water at unknown depths.

- Always idle the engine for about two minutes before shutdown. That cools the engine and prevents damage.

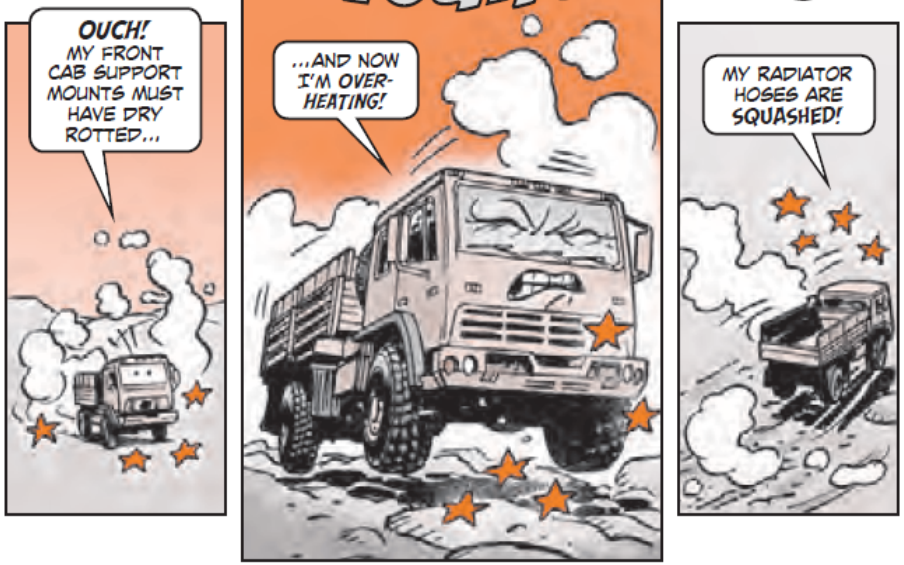
- Never operate the engine longer than 30 seconds at full throttle if the vehicle is not moving. (For example, while operating the self-recovery winch or other auxillary equipment.) This quickly raises the transmission oil temperature and can damage the transmission. Watch the service indicator light in the shift window. If it lights up, or if the water temp gauge is near 230°F, the transmission oil is overheating.



- Check the battery fluid level often in extreme heat if you have older lead-acid batteries in your truck instead of maintenance-free batteries. Batteries do not hold their charge well in extreme heat, so the specific gravity must be adjusted. See TM 9-6140-200-13, *Operator and Field Maintenance for Automotive Lead-Acid Storage Batteries,* for details.

FMTV...

Cab Mount Care



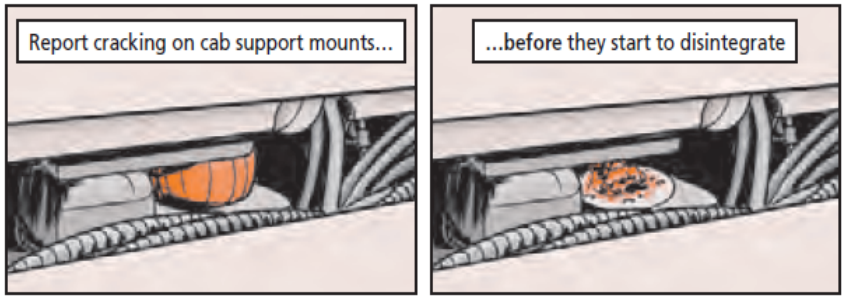
Drivers, when doing weekly PMCS on your -A0 and -A1 model FMTVs, make sure you do a thorough job with the exterior checks. And don't forget to take a look at the front cab support mounts. The upper mount, NSN 5342-01-371-7973, and the lower mount, NSN 5342-01-371-7258, can dry rot over time.

First you'll notice splits in the rubber. Soon after that they'll begin to fall apart.

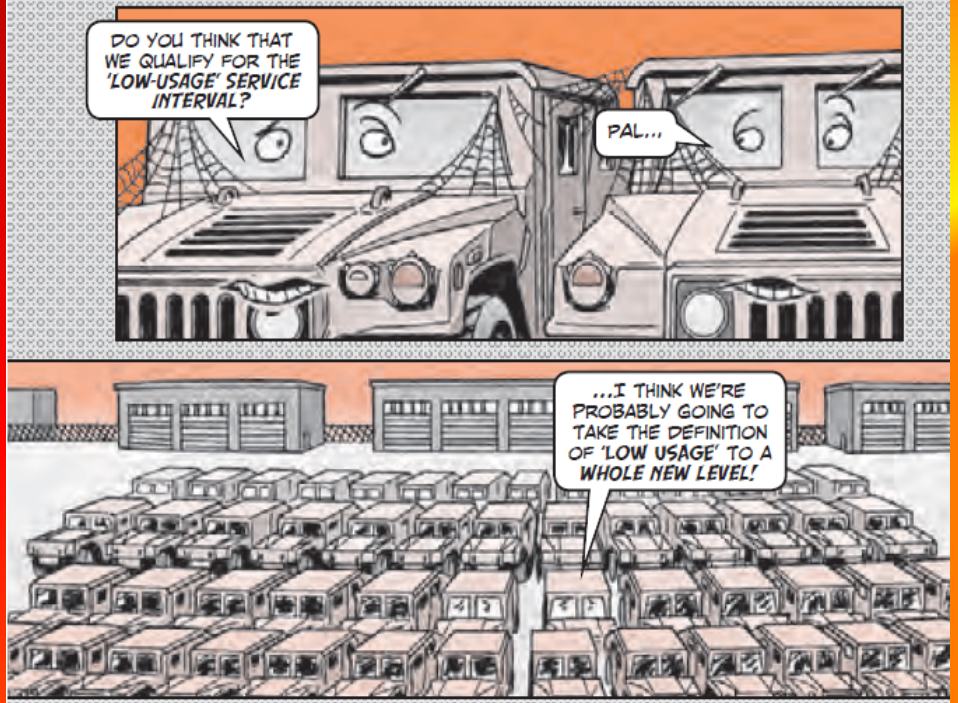
Without the mounts, every bump makes the cab rock and bounce. And when you raise or lower the cab, it can tilt, putting extra stress on the hydraulic struts. For trucks with the weight of add-on armor, those stresses are even worse.

Broken cab mounts can also lead to squashed radiator hoses that can lead to overheating.

So if you notice cracks, tell your mechanic. New rubber mounts can save you a lot bigger repair bill later.



MAINTENANCE SERVICE INTERVALS


DO YOU THINK THAT WE QUALIFY FOR THE 'LOW-USAGE' SERVICE INTERVAL?
PAL...
...I THINK WE'RE PROBABLY GOING TO TAKE THE DEFINITION OF 'LOW USAGE' TO A WHOLE NEW LEVEL!

Dear Half-Mast,

Our National Guard unit has a lot of low-usage vehicles. I've heard that we're supposed to double the time on service intervals, but keep the vehicle's mileage the same. Is this cited in any regulation?

SGT S.C.

Dear Sergeant S.C.,

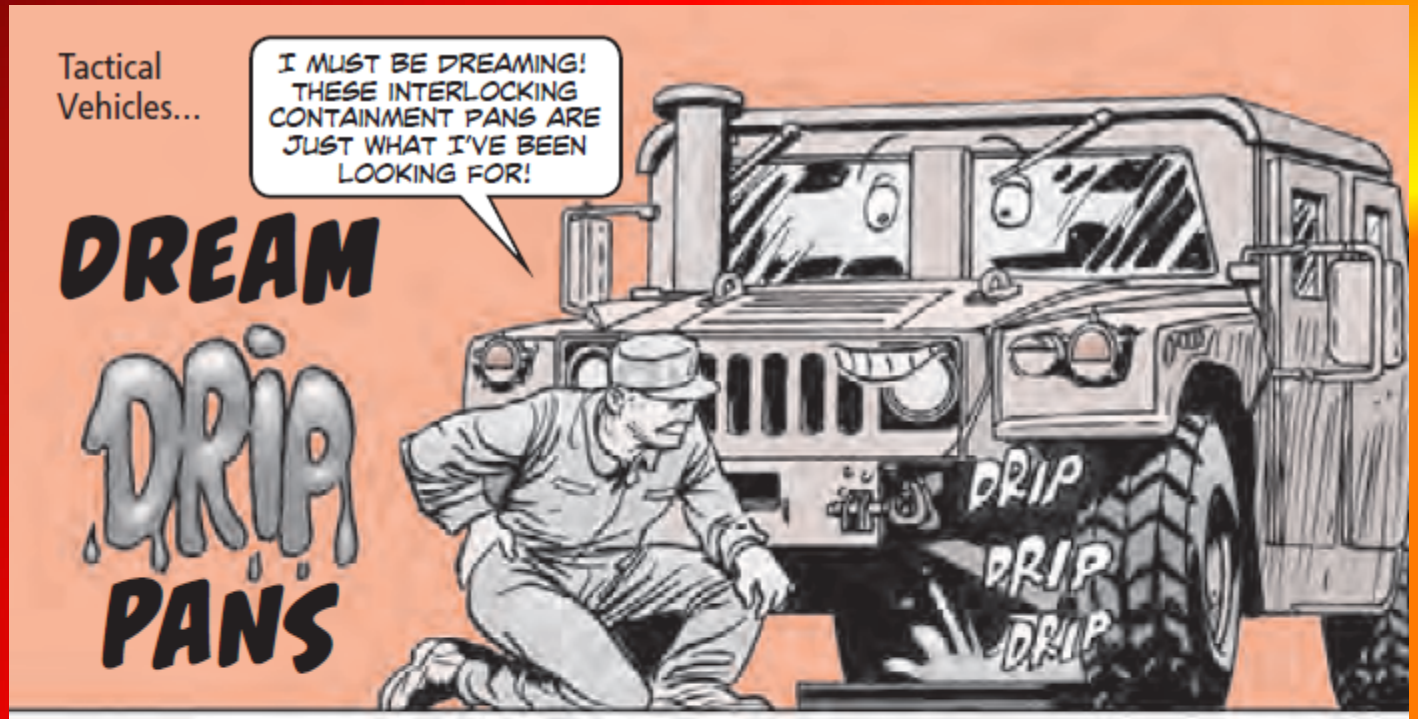
Service intervals for equipment that qualify as low usage can be extended in accordance with Chapter 4-2 of AR 750-1, Army Materiel Maintenance Policy. *The AR is very specific on what equipment qualifies based on usage, either in miles or hours.*

Some equipment is exempt and the vehicle's service interval cannot be extended. The chapter is a little lengthy and detailed, but it's been the regulatory policy for a very long time.

By the way, this reference used to be Chapter 3 in the Maintenance Update, *DA Pam 738-750, but became a part of AR 750-1 when the maintenance updates went by the wayside.*

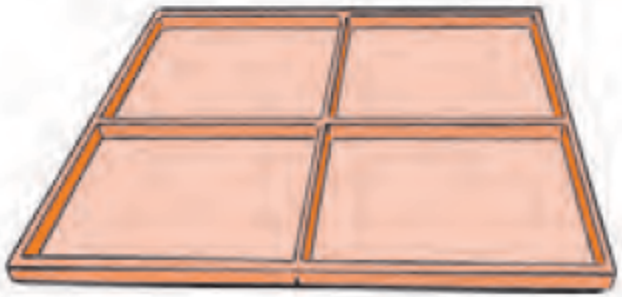
Half-Mast

Tactical Vehicles...



Drip pans that really work well come with NSN 4940-01-535-7654. That's because they are flexible and can interlock. They are so durable, they can survive being run over by a heavy vehicle! Plus, they're good for big systems.

The interlocking containment pan is made up of 36-x36-x2-in squares with interlocking sides that allow you to make the overall pan in different shapes and as large or as small as you need.

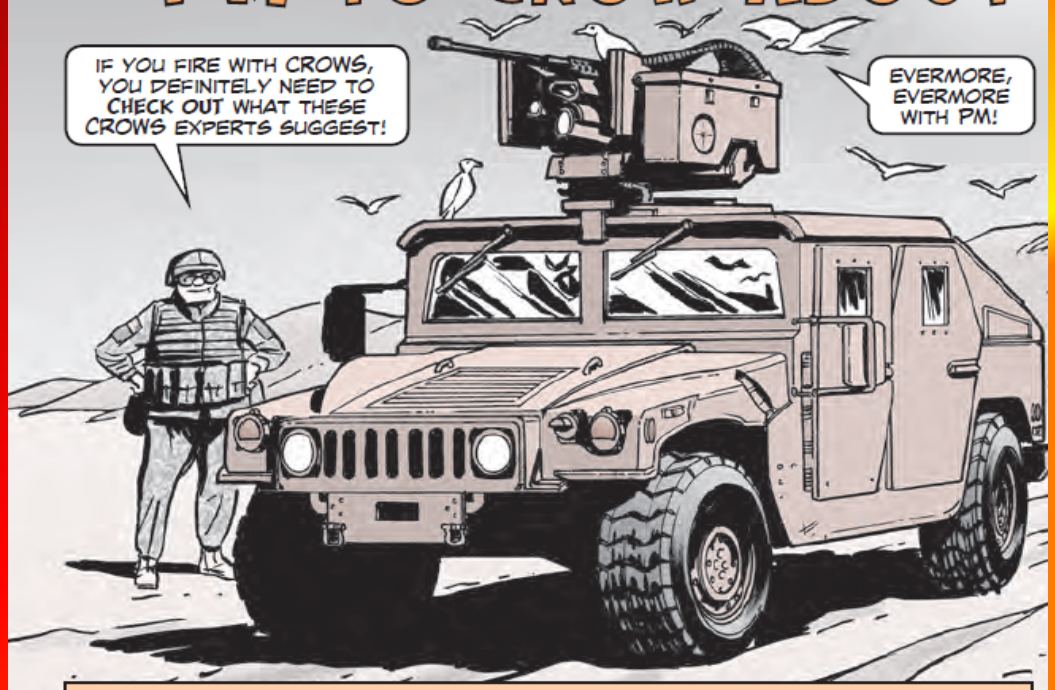


Interlock pans to make size you need

When you place your order, you'll get a pack of 10 pans.

CROWS...

PM TO CROW ABOUT



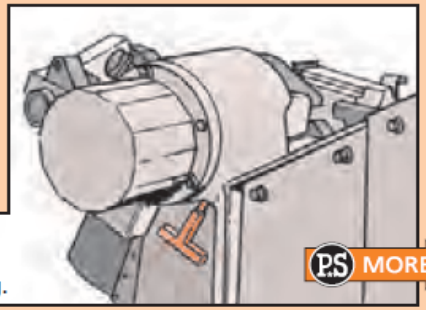
Dear Editor,

From our experience teaching Soldiers how to use CROWS (common remotely operated weapons station), we offer these tips on how to best make it work:

Lock when turned off, unlock for firing

If the azimuth and transport elevations locks aren't both locked and the sight servo assembly (SSA) clamp properly secured when the CROWS is turned off, it will bounce around during travel. That damages the SSA, which is an expensive repair. Plus it throws off the CROWS' alignment. That hurts accuracy.

But when you are ready to fire, you must be very sure those two locks are unlocked and the SSA clamp is removed. Otherwise, the azimuth release mechanism breaks, which is an expensive repair. So, *lock* CROWS when it's turned off and *unlock* it when you turn it on to fire.

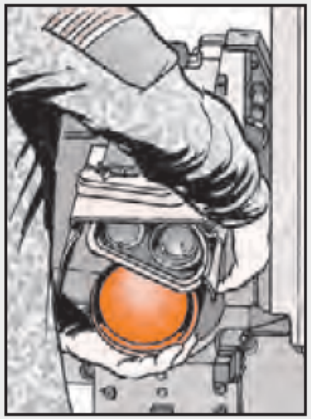


Azimuth and transport locks and SSA clamp must be locked when CROWS is off and must be unlocked before firing.

PS MORE

Eliminate all play when securing the SSA

It may seem like you've got the SSA secured, but it still may have enough play to be damaged bouncing around during travel. To tighten the SSA, hold it by the thermal imaging module (TIM). Tighten the SSA lower clamp bolt as you gently wiggle the TIM. Once you feel no more movement in the SSA, then tighten the SSA's top bolt while wiggling the TIM. Double-check by trying to move the TIM when you're finished.



Wiggle thermal imaging module as you tighten SSA clamp until all play is gone

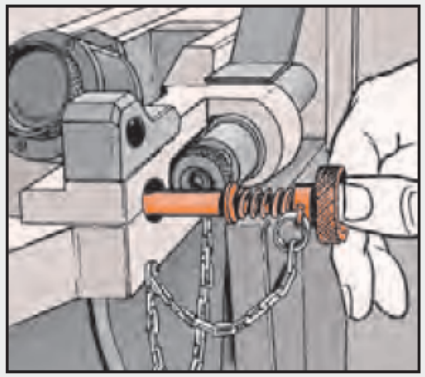
Lock the SSA pointing down towards the ground for travel

If it's facing up, its lenses are vulnerable to wires, limbs and the elements. After the transport lock is engaged, the SSA should click as it locks in place when it is moved all the way to the downward position.

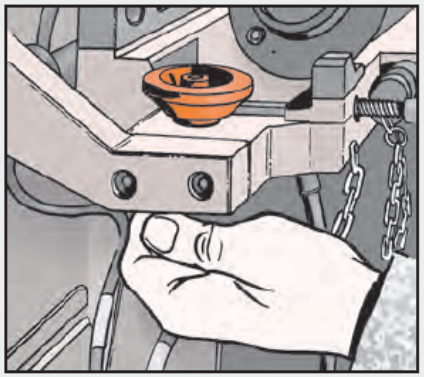
Protect mounting pins

Don't leave them dangling. The pins will get caught in the mount and be damaged. One broken mounting pin makes CROWS NMC. And they're not cheap to replace.

To fully seat a mounting pin, you must rotate it as you push it in. Once both mounting pins are seated, tug on them to ensure they're secure. Then tighten the straining screw for the soft mount. But when it's time to remove the mounting pins, you must first loosen the straining screw, except for the MK19. Otherwise, you can't remove the pins.



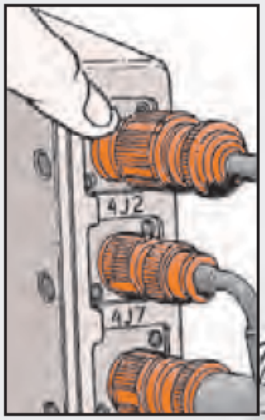
Rotate mounting pins as you push them in



Once mounting pins are secure, tighten straining screw. Before removing mounting pins, you must loosen straining screw

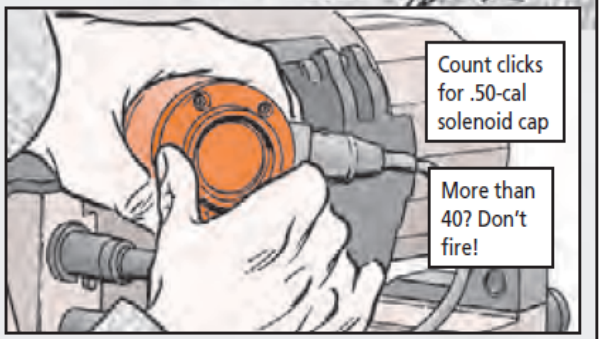
Check all cables for looseness

If just one cable is loose, you'll get faults. Don't use just your eyes to check. Some Soldiers think if they can't see the cable connector's red line, the cable is tight. That's not always true. Feel to make sure each cable is hand-tight.



Count clicks for .50-cal solenoid

Before you connect the solenoid, count the clicks while you screw the adjustment cap all the way in until it stops. If there are more than 40 clicks, tell your repairman because something is wrong. Don't fire until the problem is fixed or you could have a runaway gun.



Keep the ammo box and ammo insert cassette clean

If you let dirt and sand collect in them, rain turns the dirt and sand into mud and a real mess. Simply wiping the ammo box and cassette clean daily with a dry cloth is usually enough. If there's a lot of accumulation, blow them clean with low-pressure air.

Load the ammo box like the TM says

Load M2 and MK 19 ammo back and forth until all rounds are in place. For M240 and M249 rounds, fill in each compartment of the box before moving to the next section.

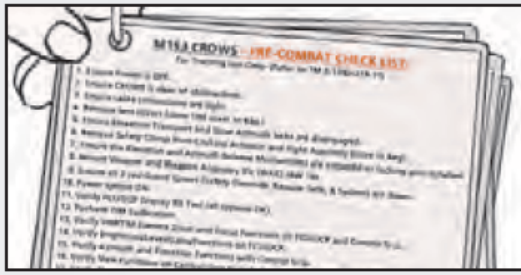
Fill in each section before loading next section for M240 and M249

Remember ammo limits

For the M249, the maximum number of rounds you can load is 1,600. For the M240, it's 1,000; for the M2, 400; for the MK 19, 96. If you cram in more rounds, *you will have firing problems.*

Get PMCS quick reference cards

The cards make it easier to PMCS and operate your CROWS. CROWS training teams can provide the cards, as can your TACOM LAR.



Get PMCS cards

Get training

Only Soldiers who have been fully trained and certified on the CROWS by an officially trained and certified CROWS instructor should be allowed to use the system. Training teams are available if your unit needs instruction. For more information, contact Nicholas Sultzbach, (973) 724-7515, DSN 880-7515, or email:

picacrows@conus.army.mil

or Jay Ruark at (573) 563-6245, or email:

jay.ruark@us.army.mil

Jay Ruark
Paul Swinton
Ft Leonard Wood, MO

PS END

One-Stop Accident Reporting Tool

THE ARMY HAS LAUNCHED A NEW WEB-BASED TOOL CALLED *REPORTIT* TO HELP ITS PERSONNEL MEET MANDATORY ACCIDENT REPORTING REQUIREMENTS.

THE US ARMY COMBAT READINESS/SAFETY CENTER (USACRC) IS IN THE PROCESS OF MERGING SEVERAL SEPARATE, OLDER APPLICATIONS INTO *REPORTIT*.

ReportIt is the Army-wide accident reporting system

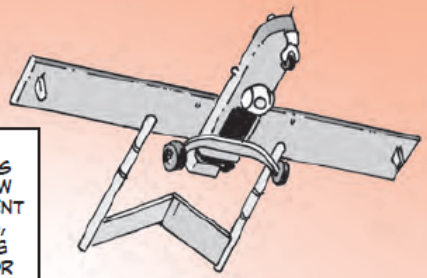
REPORTIT'S USER-FRIENDLY NAVIGATION GUIDES FIRST-TIME USERS THROUGH THE ENTIRE REPORTING PROCESS, AND THE NEW ACCIDENT REPORT FORMAT IS SIMPLER.

Helpful wizard assists in filling out reports correctly

ARMY REGULATION (AR) 385-10, *THE ARMY SAFETY PROGRAM*, REQUIRES ALL ARMY ACCIDENTS TO BE FORMALLY REPORTED. AR 385-10 DEFINES AN ARMY ACCIDENT AS AN UNPLANNED EVENT, OR SERIES OF EVENTS, WHICH RESULTS IN ONE OR MORE OF THE FOLLOWING...

- Occupational illness to Army military or Army civilian personnel
- Injury to on-duty Army civilian personnel
- Injury to Army military (on-duty or off-duty)
- Damage to Army property
- Damage to public or private property, and/or injury or illness to non-Army personnel as a result of Army operations (the Army had a causal or contributing role in the accident).

CURRENTLY, *REPORTIT* COVERS BOTH ON- AND OFF-DUTY GROUND AND MANNED AVIATION ACCIDENTS FOR MILITARY MEMBERS, CIVILIANS AND CONTRACTORS THAT CAN BE REPORTED ON DA FORM 285-AB, *US ARMY ABBREVIATED GROUND ACCIDENT REPORT*, AND DA FORM 2397-AB, *ABBREVIATED AVIATION ACCIDENT REPORT*.



FUTURE UPGRADES WILL SHOW ALL ACCIDENT REPORTS, INCLUDING THOSE FOR UNMANNED AERIAL SYSTEMS.

SEVERAL GUIDES AND WORKSHEETS ARE AVAILABLE FOR DOWNLOAD FOR BOTH GROUND AND AVIATION ACCIDENT REPORTS AT THE WEBSITE.

TO CHECK OUT OR USE THE TOOL, VISIT THE WEBSITE AT:
https://reportit.safety.army.mil